

## Walking Audit

Walking audits are site inspections undertaken initially to review the streets and the problems along the streets. From the Team's visit and the residents' input, the following conclusions were drawn:

Manoa is one of the most beautiful and unique Valleys on the island of Oahu. The moist climate produces a lush landscape surrounded by green mountain ridges. The character of the neighborhood is greatly influenced by the presence of The University of Hawai'i at Manoa. The Valley is home to many of the professors, staff and students at the State's largest academic institution.



*Sidewalk dining at Andy's restaurant on E. Manoa Rd across from the Manoa Marketplace*

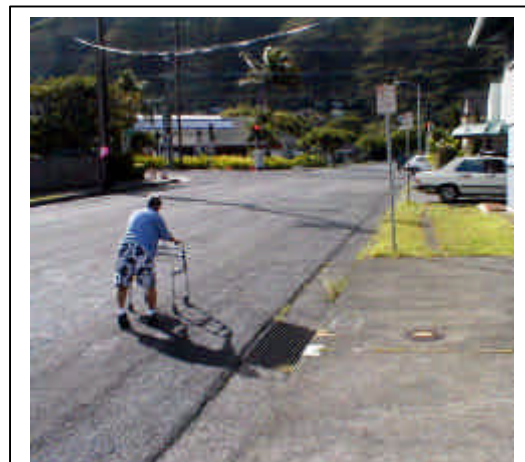
Topographically the valley itself is fairly flat with a slight grade change from the top of the Valley to the bottom. The Manoa Stream traverses the middle of the Valley.

Because Manoa is a Valley, transportation connections are limited to those roads traveling mauka/makai out of the Valley. There are two main roads into the Valley: University Ave. and Manoa Rd. These roads are heavily traveled at all times of the day by motorists, pedestrians and bicyclists alike.

Through the Valley, several spine roads serve the community. All roads in the Valley are no more than two lanes and posted at speeds no greater than 25 miles per hour. These are good conditions for a residential village setting.

However, in many cases (mostly the newer roads) the lane widths are wider than appropriate for the posted speed. This encourages speeding through the Valley and makes mobility for bicyclists and pedestrians more complicated.

Some of the roads in Manoa do not have sidewalks. On several streets a path has been worn into the grass where pedestrians walk. However, with the persistent damp weather it is difficult to stay dry and mud-free when pedestrians must use the grass to walk. In some cases pedestrians will opt to use the road instead of the grass. This creates confusion for motorists and is dangerous for pedestrians. The lack of sidewalks prevents both children and the elderly from being as mobile as they could in the Valley. Manoa was well planned for pedestrian use. Almost everything is within walking distance of most of the homes in the Valley. Good sidewalks and well defined crosswalks are the only missing component to the network.



*Manoa resident with walker finds walking down Lowrey Avenue a challenge.*

## Charrette Agenda

- I Introduction
- II Presentation
- III What are the Tools?
- IV Brainstorming the Big Problems
- V Voting on Priorities
- VI Design Tables
- VII Group Reports
- VIII Closing

A morning charrette was held on Saturday, November 13, 1999, between 9:00 am and 1:00 pm. Eighteen residents attended the hands-on workshop to learn the process, tools and applications of traffic calming. Following a 40-minute presentation by Dan Burden, residents were asked to “Identify the Big Problems.” Residents would like to slow traffic and protect pedestrians from automobile traffic. Participants addressed biking, walking and vehicular challenges in discussing the improvement of the Valley. They welcomed additional designs and suggestions.



**Problems identified by residents are:**

**PUBLIC CONSENSUS**

The Manoa Neighborhood charrette achieved a reasonable degree of consensus on traffic calming topics, and provided sufficient direction to permit the design team to go forward with both the system development and actual design of various traffic calming features. The most important product of a charrette is reaching neighborhood "ownership" of the problem, developing consensus and an ongoing willingness to work with the neighborhood board, elected officials and City/County staff to achieve early and appropriate re-construction of roadways and intersections.

- Wide and straight roads
- Speeding
- Parked cars blocking sight – too close to corner at Woodlawn & Lowrey
- Not pedestrian friendly – no crosswalks to faculty housing, library, schools
- (Speeding around) Curve at Noelani School
- Intersections are offset
- Wide straightaway (Manoa Rd) after 5-way
- School crossing & traffic concerns at Manoa Rd & Olopua
- 5-way intersection
- Traffic conflict at E. Manoa & Oahu – especially left turn from E. Manoa to Oahu going makai (ambiguous lane movement)
- E. Manoa & Manoa Road merge
- E. Manoa & Kahaloa
- Kahaloa & Woodlawn & Upper extension
- Lowrey & Kaaipu
- Lowrey & East Manoa
- Lowrey & Woodlawn
- University & Maile Way
- McCully St. Bridge area
- University, Oahu, Alaula Way
- Kolowalu, East Manoa & Pamoia- Alaula by-pass
- Punahou on-ramp to H-1 – illegal left turns from mauka-bound lane on Punahou
- 5-corners

**A table design session followed.** Residents worked in small groups around a table and map and identified the following potential action items. The residents' suggestions were handed over to the traffic calming engineers to determine the most effective treatment for each problem location.

***Manoa Rd.***

- Planted median by the school
- Underground power lines
- Create a green path/bikeway
- Bulbouts with crosswalks at district park and school
- Gateway at Manoa Rd. and E. Manoa Rd.
- Add trees by park
- Reduce bus bay

***5-way intersection***

- Roundabout
- Keep it as is

***Lowrey Avenue***

- Strip edge lines on road
- Bulbouts at makai park entrance
- Add more parking

***E. Manoa Rd.***

- Roundabout at Lowrey Ave. and Woodlawn Ave.
- Pedestrian crossing at Starbucks
- Pedestrian walkway through market parking lot to Woodlawn Ave.
- Median with trees above Kahaloa Dr.

***University Avenue*** -Prohibit bikes

***Woodlawn Drive***

- Crosswalk and bulbouts at Noelani Elem. School
- Median in curve by Noelani Elem. School
- Roundabout at Lowrey
- Walkway island at Library and Longs
- Chicane between Lowrey and Kahaloa
- Bike lanes
- Curb extensions at Kahaloa
- Roundabout at market entrance

***Oahu Avenue*** -Sidewalks



## STUDY AREA

Manoa residents are served by 4 spine roads (Manoa Road, East Manoa Road, Oahu Avenue, and Woodlawn Avenue.) A number of other roads cross the valley, Lowrey Avenue being the most heavily traveled. These roadways are treated as a system. Buses make use of East Manoa Road, Oahu Avenue and other less heavily traveled streets. A fire station is located centrally in the valley across East Manoa Road from the Manoa Marketplace. Due to the mountain bounded geography of this valley there is no through traffic. All problems originate and must be resolved inside this neighborhood.

